

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " H. J. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 5 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 1,569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 16th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Saturdays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs. E. Pasquet & Co. For further particulars, please apply to—
BARRETTO & CO.,
Agents.
Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity. A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER. BUTTERFIELD & SWIRE, AGENTS.
 For further information apply to—
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAVA	Second half Aug.	JAPAN	Second half Aug.
TJIMAH.	JAPAN	Second half Aug.	JAVA PORTS	Second half Aug.
TJIBODAS.	JAPAN	Second half Aug.	JAVA PORTS	First half Sept.
TJIPANAS.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI.	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP.	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN.Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 8th August, 1907.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveys).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.
Liebers, Sonnets, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND"..... Capt. D. Lens	About FRIDAY, 23rd Aug., 1907.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ REG. LUITFOLD"..... Capt. H. Kirchner	WEDNESDAY, Noon, 28th Aug., 1907.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ HEINRICH"..... Capt. P. Grosch	About WEDNESDAY, 28th Aug., 1907.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Sembill	About SATURDAY, 9 A.M., 31st Aug., 1907.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE	"PRINZ SIGISMUND"..... Capt. D. Lens	THURSDAY, Noon, 12th Sept., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

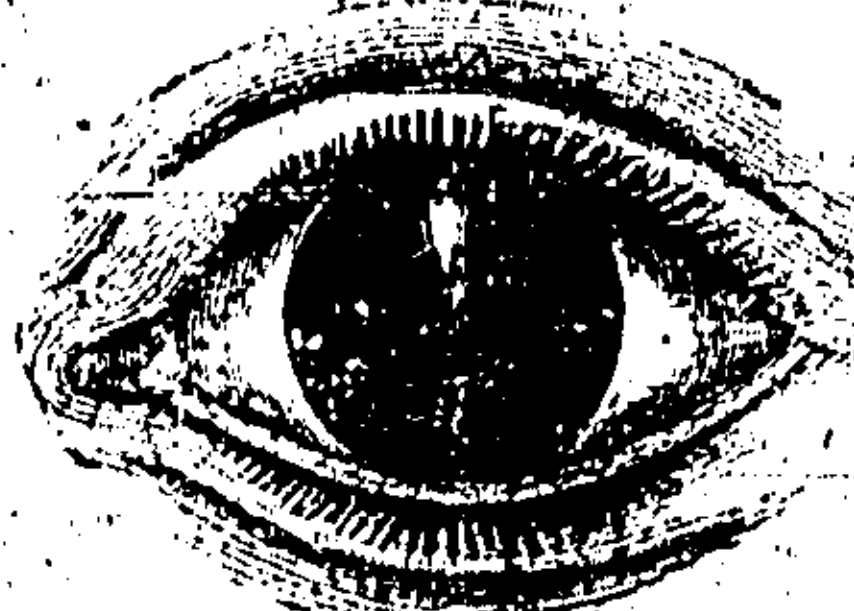
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th August, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Beutick Street, 56, Nanking Road.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-Class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Telegraphic Address:
 "CHEF," HONGKONG.
 Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern
 Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
Proprietor.

THE SOAP TRUST.

MR. LEVER, M.P., AS WITNESS.

HIS FIRM'S HEAVY LOSSES.

Mr. Justice Lawrence and special jur. at Liverpool this morning (16th July) resumed the hearing of the action for libel brought by Lever Brothers, of Port Sunlight, against the Associated Newspapers (Limited). The case arose out of the proposed formation, last autumn, of a working agreement or combination of soap manufacturers.

Sir Edward Carson, continuing his opening address for the plaintiffs, drew attention to an article in the London Evening News of October 31, headed "Soap Trust Panic," which referred to the enormous damage which had been done to trust soap by the publication of the "short-weight scandal." Reference was also made to the public "not being further defrauded." The owners of the paper were evidently frightened by the word "defrauded," for in a later edition the word was altered to "confused." Counsel next dealt with the question of damages suffered by the plaintiffs. If the jury found that Messrs. Lever Brothers were not robbers and swindlers, fraudulent traders, and all the rest of it, and if they found that all the other charges were untrue, what were to be the damages to be given to Messrs. Levers? The damage was incalculable. No damages could ever wipe out the slur and the stain which had been cast upon the character of people who had hitherto been considered high-minded and honourable traders. No money could wipe out the sufferings of weeks and months during which these charges were hurled against the business of Lever Brothers. The jury must, without shirking, try, and assess something that would be compensation for what had been done in this case.

EXTENT OF THE LOSSES.

Up to the time of the issue of the writ for libel the plaintiffs lost some £40,000. Those losses had continued, necessarily, to a very large extent. They were admitted losses, and were intentionally covered by the course taken by the Daily Mail and the Evening News. The Daily Mail not only admitted, but gloated over the losses as being caused by them. That was a small part of the loss. The whole company had been shaken from top to bottom. The Preference shares had been reduced in value £1 a piece, with a loss to those who held them of £200,000. On the Ordinary shares it was impossible to say what was the loss. The whole thing had been shaken as if after an earthquake. Then the jury had to ask themselves how the goodwill of the company was to be restored and at what price. They had to rebuild it to some extent, and that could only be done by the verdict of the jury.

MR. LEVER IN THE BOX.

Mr. W. H. Lever, M.P., chairman of Lever Brothers, examined by Mr. Horridge, said he entered the grocery business in Bolton as a boy. Ultimately he started the works at Port Sunlight, the capacity of which had increased from twenty tons a week to between three and four thousand until October of last year. The history of the concern was one of continued increase of business. He described the different kinds of soap manufactured, and said that in order to see that there was no doubt the guarantee as to the weight of soap was kept, the company spent £10,000 a year. He denied that there had been any changes made in regard to certain brands of soap manufactured by the company. Last year the firm entered into an agreement to give the Daily Mail £5,000 in advertising. It was obvious in July last year that there was to be what might be called a famine in raw materials used in soap manufacture, and he considered the matter from the position of his own company, and apart from any question of a combination. Mr. Lever explained the steps taken by the firm to let everyone know about the reduction of the sixteen ounce unscented soap to fifteen. The first delivery of the fifteen ounce soap was on September 25. At a meeting of soapmakers in August it was agreed to raise the price of soap to the retailers to the figure at which it stood in 1904. Witness pointed out at one of the meetings that steps should be taken to do away with the insane and frenzied competition. When low prices of raw material prevailed, the margin on soap allowed for a good deal of advertising. He suggested they should all come together and by an exchange of shares in each other's companies effect an arrangement, under which all jealousy and strife would cease.

NO RAISING OF PRICES.

Mr. Horridge: Was the subsequent arrangement made with the view of raising prices? Witness: It was made entirely with the view of avoiding that. He was entirely opposed (went on Mr. Lever) to the formation of anything like the Salt Union. His opinion was that it was absolutely futile to discuss the formation of a Soap Union. There were no dismissals of workmen at Port Sunlight as the result of the arrangement with other soap-makers.

Asked as to whether he had tried to corner the market in raw material, the witness characterised the statement as an absolute lie. He denied that there was any "holding the price up" of every shape in the market, or that a bait of 25 per cent profit was held out to firms to join the combination. The Daily Mail's statements about the 15 oz. had a most serious effect on their business. Consequently, they went back to the 16 oz., although the market conditions had not changed. Apart from selling soap on a commercial basis, he, as chairman, had to consider the goodwill of the company, which had cost two millions to create. They therefore increased the weight and reduced the price of soap at a time when what were called the non-trust makers were advancing prices.

A MOST UNBLUSHING LIE.

As to the charge about "buying the Press," the witness said it was a most unblushing lie. Mr. Lever, continuing, said that a meeting was held at Liverpool in November to discuss the situation which had arisen, and whether it was advisable to disband the working arrangement. The result was that it was absolutely disbanded—and notice sent out to the Press. The Daily Mail accepted an authoritative statement to that effect, and printed it (but still) continued their attack.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOM.
 PRIVATE BAR and BILLIARD-ROOMS.
 HOT and COLD WATER throughout.
 ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
 ELECTRIC PASSENGER ELEVATOR to each floor.
 TABLE D'HOTE at separate tables.
 For Terms, &c., apply to the—
 MANAGER
 Hongkong, 14th November, 1907.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.
 In Bags of 950 lbs. net \$2.70 per Bag ex Factory.
 SHEWAN, TOMES & Co.,
 General Managers.
 Hongkong, 2nd October, 1906.

A. CHAZALON & CO.

6, Queen's Road Central,
 WINE, SPIRIT AND COAL MERCHANTS AND
 GENERAL STOREKEEPERS.

Just Unpacked.

BANCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS

GRENADINE, GLOISELLE, &c.

VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERSALSO
Large Assortment of CANNED GOODS
suitable for Picnic

Hongkong, 15th May, 1907.

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

BY

ROYAL WARRANTS

TO

H.M. KING EDWARD VII.

AND

H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEEDORAR,
 GEAR CASES AND DUNLOP TYRES.
 From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38
 years the name of the HUMBER has been
 a guarantee of good workmanship."

DRAGON CYCLE DEPOT,

AGENTS,

11, D'AGUIAR STREET and KOWLOON,
 Hongkong, 19th July, 1907.

COL'S STORAGE.

THE HONGKONG ICE COMPANY,
 LTD., have now 40,000 Cubic feet of
 COL'S STORAGE available at EAST POINT.
 Stores will be Open at 10 A.M. and 4 P.M.
 daily, Sunday excepted, to receive and deliver
 perishable goods.

WM. PARLANE,
 Manager.THE HONGKONG
STUDIO

HIGHER CLASS PHOTOGRAPHY.
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLA-
 RING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS.

BY APPOINTMENT

TO HIS EXCELLENCY THE GOVERNOR
AND HOUSEHOLD.ÆRATED
WATERS

ABSOLUTE PURITY

HIGHEST DEGREE

PERFECTION.

OUR SODA WATER is the most whole-
some daily beverage that can be taken.OUR LEMONADE, ORANGE CHAM-
PAGNE, RASPBERRYADE, LEMON
SQUASH, &c., possess the true flavour of
the finest Fresh Fruits.We would draw special attention to OUR
LIME FRUIT CHAMPAGNE, which
has the pleasant characteristics of the
finest Fruit.OUR DRY GINGER ALE is a beverage of
delightful flavour and aroma.OUR SASSAPARILLA is not only a deli-
cious drink but a blood purifier as well.OUR STONE GINGER BEER, since its
introduction, has been steadily growing in
popular favour.A. S. WATSON & CO.,
LIMITED,
CHEMISTS, ÆRATED WATER
MANUFACTURERS,
&c., &c., &c.HONGKONG, CHINA & MANILA.
(Hongkong, 17th August, 1907.)

BIRTH.

On the 20th inst., at No. 5 Queen's Gardens,
Hongkong, the wife of James D. Denny, of
Chinkiang, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 21, 1907

THE SANITARY BOARD IN
SESSION.

Without the Sanitary Board the gaiety of Hongkong would be very seriously imperilled, for there are few delights which can more successfully entertain the public than the academic discussions which take place there on questions affecting the minutiae of civic administration. At yesterday's meeting a most important problem cropped up relating to the care of lost and pariah dogs, in connection with the debate on the Estimates of the Department, and it is satisfactory to know, on the authority of the Medical Officer of Health, who interjected a remark in reply to one of the unofficial members, that there are no "strays" in Hongkong at the present moment. But the question of the Estimates for the Sanitary Department is worthy of higher consideration than the quibbling about the fate of unclaimed dogs, and, parenthetically, it may be observed that in the Straits the matter is settled by an official arm'd with a gun. These are the first Estimates that have appeared with reference to the Sanitary Department since the report of the Commission appointed to deal with sanitary affairs was published. The work of the Commission was primarily to discover methods whereby the administration of the Department could be improved, but there is no lesson to be learned from the Estimates for next year that the recommendations of the Commission have borne fruit, unless we assume that the alleged saving of some \$8,000 is a proof of good intentions. Unfortunately, the members of the Sanitary Board seem to have run away with the idea that they were called upon to pass the Estimates, which was absurd. All they were required to do was to express opinions on the items proposed for next year's work, and, where necessary, to make suggestions which would be considered by the Legislative Council. Yet we read of one member saying, "I move that the item be struck out," and another, with unnecessary vigour, saying, "I flatly refuse to pass them," the "them" being the footnotes, which are like the flowers that bloom in the spring. There were other remarks of a similar character such as, "We are asked to vote nearly half a million dollars" which betrayed a singular unconsciousness of the real position. In fact, the debate if it may be

characterised as such, was merely a preliminary canter for those who are again the Government and probably it should not be taken too seriously. The President was in one of his characteristic moods, entirely sarcastic and occasionally practical: witness his opening remark: "There are small savings under various heads which I can inform you of, if you wish it." The proviso is exquisite, but it is not business. Coming to some of the points dealt with by the speakers, Mr. Hooper appears to have suggested that the office of inspector of markets was "altogether useless," and "that the work could be carried out by other inspectors." It is charitable to assume that of a desire for reform, Mr. Hooper gave vent to sentiments which in the bald light of day can hardly be deemed durable. The markets of Hongkong are by no means on a par with those elegant institutions in London, known as workhouses, and to suggest that a casual glance by a busy sanitary inspector is sufficient to secure their cleanliness is to say the thing that is not. Mr. Hooper would have the senior inspector undertake the duty, in accordance with the terms of the Health Commission's report, but has Mr. Hooper reflected upon what duties the Commission would already burden the senior inspectors? The Registrar-General was far from diplomatic when he bluntly said that it did not matter what name the man was called, and probably the man would follow that up with the observation that the salary's the thing. We are quite certain that the great majority of the intelligent and thoughtful section of Hongkong will support us when we hold that we need adequate and continuous supervision of our markets—even if we have to dispense with the services of some of our rat-catchers. The umour of it all is that members of the Board should confess their ignorance of what is happening. Were such a submission made before a British municipal electorate there would be trouble indeed. It was an eminently sane remark that Mr. Hewett made; with reference to the permanent employment of the plague staff, when he said that the trained men should be retained at all costs. We are, happily, emerging from the plague area by degrees, but that does not estimate the admirable although disagreeable service which these men do quietly and unostentatiously. It was unfortunate that Mr. Hewett should have made the *gaucherie* regarding the presentation of the proposed Estimates to the Sanitary Board, and to speak of the Officer Administering the Government as "graciously" pleased to do something or other, because his speech on the whole was an entire vindication of the work of the Government. Mr. Hewett, and with all humility we aver it, is on the side of the Government even in his sternest diatribes, because as a public servant in two British communities for a period covering his residence in the Far East he cannot fail to recognise the honestly fair principles which actuate British officialdom. It is not a pleasant thing to speak about, but one is compelled to give attention to a small item which appeared on the agenda of yesterday's meeting. A Chinese restaurateur made an application about a water tank on his premises and it was said: "As the removal of the tank meant the ruin of his business he trusted the Board would grant him permission to retain it." A humble and simple petition. Of all the members, Mr. Lau Chin Pak was the only one who thought it necessary to say that the man should not be ruined if possible. Mr. Hooper taking the higher and more judicial ground that the applicant should state his case before the Board. A discussion arose on such a trivial matter, although the question of stray dogs assumed wonderful proportions. The application was refused.

LOCAL AND GENERAL.

MASTER C. da Silva, son of Mr. Claudio da Silva, formerly of Hongkong, a local Chinese scholar, was to leave for England on 16th inst. to study law, says the *Singapore Free Press*.

POLICE UNWIND. The Water Police Station, prosecuted a coolie named Wong Yung, at the Police Court, this morning, for going on board the steamer *Dervent* yesterday afternoon without permission. Wong said he went aboard to see a friend. He admitted he had no permission. "Pass a fine of \$5," said Mr. Hazeland. The fine was paid.

LAI SHING, a building contractor, of the *Shing Kee firm*, 66, Queen's Road East, was arrested yesterday morning and charged with offering a bribe of \$3 to Li Lam Van, a clerk employed at police headquarters. The bribe was alleged to have been given in order to secure a truck licence. Accused was arraigned before Mr. F. A. Hazeland on the charge and the case was remanded.

MESSRS. ROZAR & CO. announce in our business section their resignation as agents in Hongkong of the Banco Nacional Ultramarino. The establishment of the agency in this Colony was largely due to the efforts of the managing partner of Messrs. Rozar & Co., Mr. J. J. Leiria. The severance of his connection with the Portuguese Bank will be regretted by the constituents of the Corporation. Messrs. Attorn V. Apcar & Co. have been appointed successors to Messrs. Rozar & Co.

MR. Waiwupu has asked the members of the Diplomatic Body in Peking to warn their respective nationals not to travel into Tibet at present, as the Central Government will not be responsible for their safety, in the circumstances.

WITH regard to the case reported in the *Hongkong Telegraph* on Monday last in which, as the result of the unwarranted invasion by street coolies of the Samchun steam launch *Po Chung*, a coolie was killed by falling down the engine-room, the Indian watchman on board the vessel appeared before Mr. F. A. Hazeland, to-day, on a charge of manslaughter. The case was remanded for a week.

THE "Red" cross is hereafter not to be made a trade mark at the pleasure of merchants and druggists. This has been now introduced into the new laws that are being drawn up by the Ministry of Justice, at the suggestion of the Ministry of Agriculture, Works and Commerce, on the ground that this being the sign of the International Red Cross Society it should be the special mark of the members of that Body.

IT is stated in a Washington despatch of 15th inst. that Attorney General Bonaparte has announced his intention of bringing criminal proceedings against John D. Rockefeller, as the head of the Standard Oil Trust, and E. H. Harriman, as the promoter of the illegal railroad merger, for violations of the anti-trust laws of the United States. It is understood that warrants for the arrest of these men will issue in the near future.

THE case against Wong Hok Kam, formerly charged as a "boy" on board H.M.S. *King Alfred*, who was charged with stowing away on board the collier *Mercedes*, thereby obtaining a passage from Japan to Hongkong without permission; and the head fireman of the collier, who was indicted for aiding and abetting the stowaway on board, was concluded at the Police Court, to-day. Mr. F. A. Hazeland fined the fireman \$50 and the stowaway \$15.

A TELEGRAPHIC despatch, dated San Francisco, July 14, says:—The barkentine *S. N. Castle*, Capt. A. Pedersen, arrived here to-day from the cod-fishing grounds off the coast of Siberia and reported that the vessel had been boarded by men from the Russian gunboat *Mandjur*, her ship's papers taken and her captain warned to stay thirty miles from shore under threat of being confiscated and the officers and crew taken to Petropavlovsk in iron.

WHILE the Chinese in Connaught Road were enjoying the antics of a compatriot from Tam-sui yesterday afternoon, it did not occur to them that the man responsible for the somewhat unusual exhibition was insane. Fortunately, his insanity took no homicidal tendency, and when the police took him in charge there was nothing to show that he was other than a visitor enjoying the pleasures of Hongkong. Examination by the doctors however, showed that the man was not responsible for his actions, and he was sent to the Lunatic Asylum.

AN extraordinary accident occurred at a match which had been erected for ring-song purposes at Shek-long-tui shortly after midnight. A Chinaman, who was described by the police as a coolie thought it was better to climb up on a wall, adjacent to the match, and view the show for nothing, rather than pay the two cents demanded for admission. He sat on the wall for some time, enjoying the performance. He became so enthusiastic that he overbalanced himself. In falling his head became wedged between two upright bamboo poles and with the impetus of his fall his neck was broken.

A MOB of rascals belonging to a place called Sioach hoit, near Sungkiang, attacked on Thursday morning (14th inst.) and made havoc of the residence of one of the gentry of that district living in the market town of Tien-machia. The doors and windows of the residence were smashed to pieces and the mob was guilty of serious acts of vandalism by destroying a lot of antique objects of art of jade stone, bronze and porcelain, many of which it will be impossible to replace. The reason of this outbreak of the mob is said to be hostility to an agreement made with the Railway Company whereby the latter is allowed to get gravel and stone from the district. The unlucky victim of mob violence, Mr. Chung, is charged by his fellow townsmen with having made the alleged distasteful contract, and they accordingly gave him a proof of their dislike.

SHIPPING AND MAILS.

Indian (*Namsang*) 21st inst.
English (*Malta*) 22nd inst., 8 a.m.
Canadian (*Tartar*) 22nd inst.
Indian (*Kumsang*) 22nd inst.
German (*Prinz Heinrich*) 27th inst., a.m.
German (*Prinz Regent Luitpold*) 27th inst., p.m.
American (*China*) 28th inst.

The s.s. *Abelour* left Keelung on 20th inst., and is due here on 22nd inst., at 3 p.m.

The P. & O. S. N. Co.'s s.s. *Sociata* left Singapore for this port on 20th inst., at 6 p.m.

The P. & A. S. S. Co.'s s.s. *Alella* sailed from Kute and is due to arrive at this port on the morning of the 28th inst., at daylight.

The I. C. S. N. Co.'s s.s. *Kamsang* from Calcutta and the Straits left Singapore for this port on 20th inst., and is due here on 26th inst.

The C. P. R. Co.'s s.s. *Montague* arrived at Nagsaki at 4.30 p.m., on 20th inst., and left again at 2 a.m., Wednesday, for Kobe, where she is due to arrive at 9 a.m., on 22nd inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagsaki at 5 p.m., on 20th inst., and left again at 5 a.m., same day, for Shanghai, where she is due to arrive at noon, on 22nd inst.

"THE CHINESE LANGUAGE"

SIR WALTER HILLIER'S LATEST BOOK.

"The Chinese Language and how to learn it: A Manual for Beginners." By Sir Walter Hillier, K.C.M.G., C.B., Professor of Chinese, King's College, London. Formerly Chinese Secretary to H.M.'s Legation at Peking, and sometime H.M.'s Consul-General in Korea. London: Kegan Paul, Trench, Trubner & Co., Ltd. Publishing price: 12s.6d.

It is a trite saying that there is no royal road to learning; but this present volume would appear from its neat boards and clear typography and *ensemble* to be an attempt to make the road an artistic one at least. There is none of the text-book appearance about it—in fact, it would seem as if the author were determined to make the book look as little like the "formidable text-books," as he styles them, as possible, for he is of the opinion that would-be learners of the Chinese tongue are discouraged at the beginning by the sight of the books put into their hands.

This latest attempt to smooth the *via difficulta* to the aspirant to possess a Chinese tongue and Celestial book-knowledge is modest enough in its claim as to what a diligent study of it will produce—the result which will ensue from following out the lines of study laid down by the author. He does not inform the use of the book that it will transform him into a Chinese as it is concerned; but its aim is to start him fairly and to put him on the road to ultimate success as a speaker, a reader, and, to a certain extent at all events, a writer of the language.

This is not "Chinese without a teacher," as the constant direction of a native or other competent instructor is insisted on.

The greater part of the book is taken up with lessons of considerable length, consisting of sentences for the learner to turn into Chinese. To aid him in this task are placed in parallel columns the English sentences and the same sentences put into the Chinese idiom, or pidgin-English, so that here the proper sequence of words is shown that is to say as concerns the Chinese construction, and consequently the tyro has no difficulty in the arrangement of his words as they should be. Here the element of topsy-turvydom so conspicuously present in nearly every thing Chinese, when compared with our style of doing things is most marked; in fact, there is often a regular *houserserment* of nearly the whole sentence: the "himaman" speaks backwards, reads backwards, and writes backwards; that is to say, "the order of the sentences is often inverted." Here is a good rule from the book:—"It is a safe rule, in attempting to reproduce an English sentence in Chinese, to begin by cutting out all superfluous. It should, in fact, be treated as one would a telegraphic message and be reduced to its lowest possible dimensions, after this it may be transposed into a Chinese key with the liberal interpolation of certain particles."

But to return to the lesson:—"At the foot of the pages are the Chinese characters, which are to be used in the construction of the sentence given above with the spelling and tones marked according to Sir Thomas Wade's well-known system of orthography, which is the standard mode for the transliteration of the Chinese pronunciation of Mandarin; for the book is for the future student of Mandarin. The English meaning is also attached to these words. It is almost unnecessary to say that these sentences and lessons rise in gradation from the simple phrase of a few words sufficient to express the commonest everyday wants to a more complex structure with subsidiary clauses, or sentence, attached to the main one.

By the time the student has thoroughly mastered these lessons by a diligent study of them he has some 600 words at his command ready to slip in well-ordered sentences from the tip of his tongue. A list, however, of 1,000 characters is given towards the end of the book with pronunciation and meaning. These characters are beautiful to look at, clear and distinct in typography, and some three-quarters of an inch square.

The paradigm of a verb is given, so that the learner may be able to see how moods and tenses are built up by the employment of adverbs and particles of one sort and another. The book ends with an Index of Characters, according to their radicals; but we are informed that there is to be an English-Chinese Vocabulary in a second volume which apparently has not yet been published.

The radicals are not forgotten, the halting expedi-nt for an alphabet in a non-alphabetic language, and without a knowledge of which the scholar is unable to make use of a Chinese-English dictionary when he does not know the pronunciation of the word he is in search of. To one even, who does not wish to learn the language, the book, in a number of its pages, conveys in a succinct form much information about both the spoken and written languages, of the genesis of the latter, and how the creative faculty of the primitive Chinese was exercised in language-making.

With our knowledge of the superiority of an alphabetical form of speech, it is amusing to read as regards the written language:—"To many thoughtful Chinese it is a matter of surprise that this script has not been adopted as a common medium of communication throughout the world. They say:—"Why multiply scripts, and invent complicated systems when you have ready to hand a language, free from grammatical intricacies, a language that has stood the test of ages, and in which it has been found that no changes were necessary or desirable?"

Sir Walter puts down as difficulties in the acquisition of the language, tones, pronunciation, prefixes and suffixes, and the amplification of the written language when speaking, so that though the former is monosyllabic, it is not far wrong to describe the latter as syllabic.

Some foreign Mandarin speakers make light of the tones, but our author is wise in saying: "they are most assuredly wrong." Another difficulty called attention to is the redundancy of metaphor and allusion in the written language.

The book is an up-to-date one, as the Author is apparently well aware of the tendency to burst the trammels of the archaic forms of the book language in use for many centuries and to find a fresh vigour in a simpler style of composition and expression, in which movement the growing and progressive newspapers are taking such a prominent lead. The vogue of the pedantic, cumbrous, highly ornate style of the past is going with all its picturesque qualities, and modern requirements are being met by one more suited for present-day needs.

We are glad to see sinologues more and more taking up the only right view that the so-called Chinese dialect is 'so distinct as to constitute (eight) different languages, any two of which are quite as unlike as English and Dutch.' Carstairs Douglas enunciated this view boldly, and not to mention others, "barker and our Author subscribe to it."

We are also pleased to notice that a variant tone in Mandarin is called attention to, and a rule laid down (or its observance. Mandarin has not made such a use of the ancillary aid of variant tones as, for example, has been notably done in the *Swatow*, *Amoy*, and *Cantonese* forms of speech; but that it is made use of is apparent; and eventually it may be discovered that not a language in China but is indebted to this aid for an extended use of words otherwise confined within the primary tones, though the genius of each form of speech may employ them in different methods as is clearly exemplified in the wide difference of their general use in the Fokienese type of languages mentioned above and the Cantonese type with its numerous dialects, in all of which lesser divisions of the language which have been studied they have been discovered.

We have no doubt that this book will prove very useful to the ever-increasing number of those who are beginning to turn their attention to the acquisition of Mandarin.

V. R. C. SPORTS.

At the V.R.C. yesterday afternoon a couple of swimming races and a Water Polo match were held.

In the Two Lengths Handicap, the following was the result:—

FIRST HEAT.
J. M. C. Lopes (owes 7 secs.) 1
J. M. R. Pereira (owes 8 secs.) 2
A. R. Ellis (owes 4 secs.) 3
H. S. Jephson (1st round) 0
Time, 51 secs.

SECOND HEAT.
A. J. V. Ribeiro (owes 5 secs.) 1
A. V. Barros (owes 8 secs.) 2
L. Le Breton (owes 7 secs.) 0
Time, 47 secs.

THIRD HEAT.
P. M. Remedios (owes 8 secs.) 1
A. H. Carroll (owes 6 secs.) 2
J. W. Bains (owes 9 secs.) 0
E. M. O. Remedios (owes 1 sec.) 0
Time, 47 secs.

The final proved to be very interesting as the three first men in each heat who competed came in very close; but Ribeiro gave up when only a few yards from the finish, when he could easily have had second place. Remedios swam very well throughout the race and caught up the other men after the first length. The result was:—

P. M. Remedios 1
J. M. C. Lopes 2
Time, 47 2/5 secs.

In the team race, three teams competed, and at the finish there was only a couple of yards' margin between Barros' team and Bains'. Remedios' team made a very poor show, being composed almost of all new swimmers. The result was as follows:—

1.—A. V. Barros, L. Le Breton, A. E. Alves, A. R. Ellis, F. K. Tala and A. Silva Netto.

2.—J. W. Bains, J. M. R. Pereira, J. M. C. Lopes, A. J. V. Ribeiro, A. A. Alves and C. A. Rodrigues.

3.—P. M. Remedios, I. A. S. Alves, A. H. Carroll, F. de Rosa, P. A. Yvanovitch and E. M. O. Remedios.

Time, 5 minutes 14 secs.

In the Water Polo match a change was made in Barros' team by H. A. Lammett substituting M. A. R. Souza, J. M. R. Pereira was substituted for A. J. V. Ribeiro and C. A. Rodrigues for O. K. Chunyat; in L. E. Lammett's team.

Barros' team though at the whole match were on the attack and H. A. Lammett after missing a nice shot made up for it by scoring almost immediately after. The second goal was scored by E. M. O. Remedios who seemed to have stuck close to his opponent's goal throughout the whole game.

In the second spell, W. J. Carroll replaced Rodrigues in goal. E. M. O. Remedios watched the third goal when only a couple of yards from the net, by punching it in from a pass by his brother which was impossible for the goalkeeper to stop. H. A. Lammett scored the fourth and last goal, and the game ended in a win for the Blues by 4 goals to nil.

Barros' team played a very sound game, and Lammett's team proved a disappointment, although he, Pereira and A. H. Carroll played well.

The following were the teams:—
Blues:—F. K. Tala (goal), J. M. C. Lopes, H. A. Lammett (full backs), A. V. Barros (half back), A. R. Ellis, P. M. Remedios and E. M. O. Remedios (forwards).
Whites:—C. A. Rodrigues (goal), W. J. Carroll, L. Le Breton (full backs), A. H. Carroll (half back), L. E. Lammett, F. de Rosa and J. M. R. Pereira (forwards).

On Thursday the Corinthian Yacht Club vs. V.R.C. "B" Team, and on Friday the V.R.C. "A" Team vs. Royal Hongkong Yacht Club, to play off their ties in the sixth round in the Hongkong Water Polo Shield Competition. The latter match is likely to prove a very interesting one.

Telegram.

"HONGKONG TELEGRAPH"
SERVICE.

BRITISH FLEET NORTH.

FETED AT VLADIVOSTOK.

[From Our Own Correspondent.]

Shanghai, 21st August.

4.35 p.m.

The British Fleet "was feted at Vladivostok yesterday."

WUCHOW NOTES.

CHANGERS.

Wuchow, 19th August, 1907.
Mr. S. M. Russell, Acting Commissioner of Customs at Wuchow, has retired from the Customs service and, leaves to-morrow by s.s. *Samul* en route for England. Mr. Russell has only been a few months in Wuchow, but during that time he has made himself very popular with all classes of the community, both Foreign and Chinese.

Mr. Russell joined the Customs service in 1879 and has had a distinguished career. In 1893 he received from the Chinese Government the order of the civil rank of the fourth class and exactly ten years after got the British war medal and clasp "Defence of Legations" at Peking. Mr. Russell leaves Wuchow with the hearty good wishes from his numerous friends that he will enjoy the rest that he has so deservedly earned.

Mr. P. Kramet succeeded Mr. Russell as Acting Commissioner of Customs, *ad interim*. Mr. W. Von Dewall from the Canton Customs is transferred to this port as an assistant.

NAVAL.

The German gunboat *Tringtau* has surprised everybody by succeeding in getting back to Wuchow yesterday afternoon from Nanning. The *Tringtau* took advantage of the slight rise in the river to get down as far as the Grand Rapids. There she waited for another rise and managed to negotiate the rapid successfully. Another delay took place at Kwei Hsien, but the water was just high enough to enable the *Tringtau* to get through and from there to Wuchow she had an uneventful passage. The *Tringtau* left for Canton at daylight this morning.

NEW VICEROY.

The news of the appointment of H.E. Chang Yen-chun as Viceroy of the Two Kwang has been received by the local Chinese with manifest pleasure. The new Viceroy has a very good record so the Chinese say, and they are looking forward to have a few necessary reforms accomplished locally. For some considerable time past many of the leading Chinese newspapers have been under the late Viceroy's ban and their circulation in Kwangsi province prohibited. This the people considered an injustice as they were kept in ignorance of current events. Since the appointment of the new Viceroy this prohibition has been removed and the people hail this as a good omen and are elated thereat.

TRADE.

The trade of Wuchow seems to be improving. The Customs returns show a decided increase of revenue for the last quarter as compared with the corresponding quarter in 1906. A very marked increase in the importation of cotton yarn and raw cotton is noticeable, and the exports of raw silk, silk waste, camphor and camphorwood planks, etc., are the principal staples to show an increase. Wuchow does not enjoy this measure of prosperity entirely, as under existing conditions, Wuchow is mainly used as the chief depot for distributing goods to the various trading centres. The export of live stock, principally cattle, continues in great quantities and a slight feeling of dissatisfaction is expressed locally as it is feared the country will be denuded of cattle if the present rate of export continues.

FATAL FIGHT.

A serious affray took place yesterday morning on the foreshore. It appears that a coolie engaged in refuse gathering made his way into the big cattle shed in front of Jardine's position and was proceeding to collect the refuse in the shed when he was stopped by the cattle shed cook. Words and then blows ensued and in a few minutes both combatants were hard at it. All of a sudden the cattle shed cook picked up a big stone and struck the refuse-gatherer with it on the head, the latter falling to the ground apparently stunned. The cook then commenced kicking the prostrate man reducing his features to pulp. Not one of the big crowd attempted to interfere and a specimen of the local police watched the proceedings with apparent interest, but made no effort to intervene. The stricken man seemed to revive for a minute or two and picking up his iron rake struck the cook a fearful blow on the skull with the result that the cool was laid out. Both combatants were now *hors de combat* and were allowed to remain on the beach in the burning sun, the police refusing to move them. Early this morning the cook died through the result of the fearful blow he got, and exposure. The refuse gatherer is still on the beach and is likely to succumb to his serious injuries. Great indignation prevails amongst the Chinese at the attitude of the Police in this matter and a complaint signed by a number of leading merchants has been made to the Police Magistrate. The Magistrate replied that the Police did not take the case up as there was no "Examining Officer" in the yamen. Needless to say, this excuse is flimsy and further representations are to be made to the higher authorities.

Telegrams.

[Reviewers.]

The Philippines.

London, 19th August.

The *New York Herald* publishes an interview with Mr. Taft regarding the report that Japan might purchase the Philippines.

Mr. Taft said he knew perfectly well that Japan does not want to purchase the Philippines, and that the United States will never sell them.

The Japanese Cruisers in Portugal.

The *Tsukuba* and *Chitose* have arrived at Lisbon, and the King of Portugal and Admiral Ijuin have exchanged most cordial toasts at a banquet.

Later.

Cholera in Russian Poland.

Cholera has broken out in Russian Poland.

The Transvaal.

General Botha's diamond motion has been adopted by 420 to 19.

The Trouble in Morocco.

The Moors attacked Casablanca yesterday morning.

A French detachment assumed the offensive under cover of shell fire from the warships.

The Kadyles lacked ammunition and charged home with swords.

Two French were killed and three wounded.

The loss of the tribesmen is probably heavy.

THE MACLEOD-OSORIO PROSECUTION.

THE SETTLEMENT.

The *Cablenews* is able to give its readers the truth in the settlement between Aldecoa and Company, and Alejandro Macleod, the well-known merchant of Manila, and Miguel Osorio, broker, by which the last-named gentlemen were able to avoid a criminal prosecution.

This settlement was effected yesterday, says the Manila paper of 19th inst., by the payment of a quarter of a million pesos to the offended company by the accused Macleod and Osorio. Of this sum 160,000 was paid in shares of the Jassy Estate, 145,000 was paid in notes, of friend and business associates of Macleod and Osorio, and a one-half interest in the Alejandro Macleod property along the bay in Malate, on which the residence was burned some time ago, answers for the remainder of the peace money.

When this settlement had been made by the parties to the affair, word was sent to Macleod and Osorio in Macao and the latter at once went to Hongkong, under the impression that he was no longer in danger of arrest.

The Hongkong authorities had received no word of any change in Osorio's status, from the Governor-General of the Philippines, and Osorio was at once placed under arrest. Then the Hongkong police communicated with Manila and learned that the case against Osorio had fallen to the ground because the prosecuting witness no longer desired to prosecute and the government was powerless to proceed under the circumstances. Osorio was set at liberty.

As soon as the arrangements had been made, the attorney for Aldecoa and Company advised the prosecuting attorney that his client no longer desired to prosecute the fugitives and there was nothing to do but to ask the court to dismiss the charges that had been filed. Mr. Macleod is still in Macao.

ACCIDENT ON THE YANGTZE.

There was a very swift current running in the Yangtze last Saturday (19th inst.) which caused quite a number of accidents amongst the native craft. About 11.30 a.m. a large junk becoming unmanageable, struck the bows of the s.s. *Yahyang* lying alongside the Nishin Kisen Kaisha's upper bulk and turned on her side, the current carrying the boat down river, finally she got across the bow of Messrs. Butterfield & Swire's lower bulk where she went to pieces. Later in the day another large junk had just finished discharging her cargo of cotton yarn into the s.s. *Yahyang Maru* when the rope that she was tied to the side of the ship with broke and the boat started to drift down river with nobody on board. After striking the s.s. *Kienyu* and sweeping all the cargo boats away that were discharging into the ship she got across Messrs. Butterfield & Swire's large pontoon where a crowd of natives jumped aboard and claimed her as a derelict. Another junk while trying to go up river against the current was swept across the bows of the s.s. *Tungling* and got caught in the anchor chain; it was several hours before she could get clear of the steamer. A sampan with 12 natives on board while trying to reach the s.s. *Esary* lying in the stream was caught by the current and carried into the Nishin Kisen Kaisha's lower bulk, where she was capsized. Luckily there was a big net hanging from the pontoon over which the men climbed up. If it had not been for the netting the whole lot must have been drowned. A galle while working cargo on the s.s. *Yahyang Maru* fell overboard and was not picked up until he was abreast of Messrs. Geddes & Co.'s pontoon where a sampan went to his assistance. A cargo-boat loaded with wood oil while coming down river with the current tried to get to the bank but was carried on to Geddes' pontoon, only the stern of the boat struck and she was then swept out in the stream; one man fell overboard but was quickly picked up by a sampan. —*Hankow Daily News.*

CANTON DAY BY DAY.

RAILWAY RECEIPTS.

[From Our Own Correspondent.]

Canton, 20th August.

The amount of fare collected on the Wong-sha-Kong section of the Canton-Hankow Railway Company for the past ten days were as follows:—9th instant \$189.55; 10th instant \$149.80; 11th instant \$141.35; 12th instant \$175.35; 13th instant \$161.75; 14th instant \$237.20; 15th instant \$183.75; 16th instant \$166.80; 17th instant \$189.10; 18th instant \$189.50.

ANTI-OPIMUM MOVEMENT.

The branch anti-opium association in the district of Heungshan was opened on the 18th instant in presence of a large assembly. There were present representatives of the Canton Central Anti-opium Association and other anti-opium societies. After many speeches, the proceedings closed with a tea party.

The opium divans in the Kwei Shin District were all closed by the Magistrate of that district on the 1st day of the 7th moon.

Yesterday two men presented counterfeit licences to the Central Anti-Opium Association when applying for anti-opium medicine and were at once arrested and taken to the Police Station. They were put in stocks and will be exhibited at the headquarters of the Anti-Opium Association for three days.

WHOLESALE EXECUTION.

The Kwangchow Brigadier General in company with the Nankai Magistrate who proceeded to the scene of the recent robbery at Tai Lik market, also proceeded to the Kong Po camp and in their presence, thirty-eight prisoners were beheaded for having taken part in different offences.

RICE SALES.

The quantity of cheap rice sold to the different districts for the past few days was as follows:—the 6th instant 30,000 catties; the 7th instant 55,000 catties; the 8th instant 29,000 catties; the 9th instant 46,000 catties.

The amounts realised from the disposal of cheap rice in the different districts for the 6th and 7th instant were as follows:—6th instant, Eastern shed \$2,450; Western shed \$1,806; Wong-sha shed \$1,228 and Honam shed \$1,132. 7th instant, Eastern shed \$2,536; Western shed \$1,545; Wong-sha shed \$1,175; and Honam shed \$1,079.

CHINESE TEACHER KILLED.

RESULT OF EXPERIMENTS WITH EXPLOSIVES.

A somewhat unusual accident occurred in Hongkong last night when a Chinese gentleman experimenting in chemicals received injuries which resulted in death.

Mr. Lan Hon Chin, the principal of the South China Academy, which is established at 7, Bonham Road, was making some experiments with some explosives in the laboratory of the school when the compound which he had mixed together suddenly exploded.

Mr. Lan was severely burnt about the face and body and two fingers from each hand were blown off. Information of the occurrence was telephoned to the police and Sergeant Gordon, of No. 7 Police Station, took the unfortunate man to the Government Civil Hospital, where he succumbed to his injuries late last night.

A MANCHURIAN RAILWAY LOAN.

The following is from the *London and China Express* of 19th July:—The South Manchurian Railway Company, Limited, registered in Tokyo, announces an issue of £4,000,000 Five per Cent. Sterling bonds, with the principal and interest unconditionally guaranteed by the Imperial Japanese Government. The bonds are payable within 25 years from the date of issue, but the company has the right at any time after ten years from the date of issue to redeem at par the whole or part by drawings or by purchase. A coupon for all six months' interest, payable on Feb. 5, 1908, will be attached to the scrip, and the subscription price is 17. The Bank, Limited, the Hongkong and Shanghai Banking Corporation, and the Yokohama Specie Bank, Limited, as agents for the Industrial Bank of Japan, Limited, which is authorised to make this issue, are prepared to receive subscriptions. The South Company was created to take over and operate the railway between Tairen (Dahly) and Changchun, including branch lines; also the line between Antung and Mukden, and the coal mines of Fushun and Yentai. The president, vice-president, and directors of the company are appointed by the Imperial Japanese Government. The Government supervises the business of the company and appoints a special controller for this purpose. The proceeds of the bonds will be devoted to the following works, viz:—

Converting the Tairen-Changchun line and branches from 3 ft. 6 in. gauge to 4 ft. 8 1/2 in. gauge, which is identical with the gauge of the Chinese and Korean railway systems. Converting the light railway from Antung to Mukden into a permanent line identical with the other parts of the system. Providing a new and complete equipment of locomotives and rolling stock. Doubling of the track between Tairen (Dahly) and Suchatun, a distance of about 236 English miles. Harbour works at Tairen (Dahly). Water transport and works connected with collieries, warehouses, &c. An agreement has been concluded for the conveyance of through traffic over the Siberian Railways and the South Manchurian Railways, via Harbin, which will take effect at an early date. The Japanese Government is of opinion that the railways will be the means of developing the great resources of Manchuria to the benefit of the trade of all nations on an equal footing, and that the return on all the capital invested in the South Manchurian Railway Company, Limited, will be satisfactory. The bonds having the unconditional guarantee of the Imperial Japanese Government both as to interest and repayment of principal, are practically on the same footing as the existing Japanese loans, with the added merit of being considerably cheaper.

THE HONGKONG TRAGEDY.

ARREST OF ADSETT.

The *Chung Daily News* of 14th inst. says:—A man named Adsett was arrested yesterday afternoon at 3.15 o'clock by Mr. Millbank, the British Consulate constable, and Mr. Billiey Bellow. From what we can gather Mr. Adsett was in the Glen View when he was informed that he was wanted by the authorities. Upon hearing this he made a bolt for the Kaiping Jetty, but was overtaken by his pursuers through having a bad ankle. He walked quite quietly after his capture, the constable on either side until in front of the *Daily News* Office when he asked if he might take his boot off as his ankle was giving him pain. As soon as grip was relaxed he immediately swung round and dealt a terrific blow on Mr. Millbank's face causing the blood to flow profusely; he was, however, soon overpowered and handcuffed, was placed in a ricksha and taken to the consulate, frequently begging Mr. Millbank's pardon en route. He answers to the description of the man wanted for "The Hongkong Tragedy" that appears in another column. Mr. Adsett arrived this morning by a *Hsin Ming* and we are told by those who know him that his strange manner was very noticeable; he seemed to be suffering from extreme nervousness. He is also in possession of a considerable quantity of ladies' jewellery.

THE ESCAPE AND RE-CAPTURE.

The prisoner Adsett made his escape from the British Consulate jail on Tuesday evening at 7 o'clock through a small ventilation window which works on a horizontal pivot in the centre and when open gives a space of 7 1/2 inches in depth and two to 3 feet wide and is nearly ten feet from the floor—this he successfully negotiated and when outside the Consulate compound made his way down to the rocks and was seen to pass the Club with only a short pair of trousers on and was mistaken for a not too carefully dressed bather. He passed the Beach Hotel and it is said entered the Bohemian Club (a Bar-room formerly run by himself and Mrs. Adsett) when there he entered the room of the present proprietor took a pair of trousers, a coat and a hat and left the premises by the side door. His escape from jail was now known to the authorities, and Mr. Fowler, the American Consul-General, by the aid of signal lights soon had a party of Marines on shore from an American man-of-war the *Galveston*, while Mr. Millbank and Mr. Billiey were again in search of the jail breaker. After a diligent search Messrs. Millbank and Bellow traced him to Jam's house, a Chinese laundryman; just South of the Russian Consulate—the house was surrounded by Chinese policemen and Messrs. Millbank and Bellow entered and found the prisoner hiding under a king. He was re-arrested and handcuffed without offering any resistance and conveyed by ricksha back to the British Consulate at 1 o'clock; he was then handed over to the charge of the Officer and Marines and taken on board the U.S.S. *Galveston*.

Besides money orders amounting to over \$4000 found among Adsett's effects were several silver mounted toilet articles engraved "Gerude."

Too much praise cannot be given to Messrs. Millbank and Bellow for their pluck in capturing a desperate man when they themselves were prohibited the carrying of fire arms.

Yesterday we are told a telegram arrived here from Shanghai for Mrs. Adsett (who is at present in Dahly) reading—In hiding, await letter—which is supposed to have been sent by an accomplice of the prisoner.

THE RUSSO-JAPANESE CONVENTION.

THE FULL TEXT.

[N. C. D. News.]

Tokio, August 15.

The Russo-Japanese Convention which was signed on July 10 has been published to-day in Tokio. Its terms are as follows:—

The Governments of their Majesties the Tsar of All the Russias and the Emperor of Japan, desiring to consolidate those relations of peace and goodwill between the two nations which are now happily restored, and to dispense all causes of misunderstanding in the future, agree as follows:—

First, the High Contracting Parties engage, each the other, to respect the integrity of their respective territory and mutually to respect all rights accruing from Chinese treaties and contracts which have been exchanged between Japan and Russia (in so far as such treaties are not incompatible with the principle of equal opportunities for the two nations); as well as the Portsmouth Treaty, and the various special Russo-Japanese treaties.

Secondly, the Russian and Japanese Government recognize the principles of independence, the territorial integrity and equality of opportunity commercially and industrially, in respect to China; and agree to support and defend the maintenance of the status quo in China and respect the principle thereof by all peaceful means, according to their several positions.

Later.

It is stated on trustworthy authority that Russo-Japanese *fourparties* were opened in December, and that a basis of agreement materialized in February. The Convention although expressed in the briefest terms is of far-reaching consequences. Government authorities emphatically contradict the report that Japan has recognized Russia's preponderance in outer Mongolia, inasmuch as Mongolia is an integral part of the Chinese Empire, the territorial integrity of which Russia and Japan engage to preserve.

Some journalists state that it is hardly necessary to indulge in speculation as to a deeper significance of the Convention than is contained in its specific provisions. It makes yesterday's loss to-day's friends and amply compensates for the enormous outlay of the war.

To-day's Advertisements.

NOTICE.

THE Undersigned, having tendered their resignation, beg to inform the Public in General that they will CEASE from SATURDAY, the 24th instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, MACAU.

Hongkong, 21st August, 1907. [764]

BANCO NACIONAL ULTRAMARINO.

THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATON V. APCAR & Co., in the place and stead of Messrs. ROZARIO & Co.

O Gerente da Agencia DO BANCO NACIONAL ULTRAMARINO, JOAQUIM L. C. GOMES. Dated 21st August, 1907. [766]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to call at Malabar Coast) PROPOSED SAILINGS FROM HONGKONG:

FOR NEW YORK S.S. "SATSUMA" 7th Sept. S.S. "SIKH" 14th Oct.

FOR HONGKONG AND NEW YORK S.S. "GHAZEE" 14th Sept.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates. For Freight and further information, apply

DODWELL & Co., LIMITED, Agents, Hongkong, 21st August 1907. [64]

THE CITY OF PARIS, PARISIAN DRESSMAKERS AND COURT MILLINERS.

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF LADIES' HATS, TOQUES & BLOUSES

DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

MUTINY OF TROOPS IN KIRIN.

The Government has received a telegram from H.E. Viceroy Hsi Shih-chang of Manchuria reporting the mutiny of the troops of the Chihiang military force in Kirin province. This force consists of six battalions of infantry and cavalry, which are distributed in Central Manchuria for the suppression of the Hungtzu. As most of the soldiers, however, were formerly Hungtzu themselves, the remedy is worse than the disease. The corruption of the officers and uselessness of the troops have recently prompted H.E. Hsi to remove the commanding Brigadier General Hu Tien-chia from his command and replace him by Major-General Liu Chung-liang. The scheme in view is gradually to disband the soldiers and substitute new recruits to be enlisted from the various districts in Kirin province. But this decision got wind among the Chihiang troops before the arrival of the new commander, and they accordingly decided to rebel. Upon the arrival of General Liu from Mukden, the troops went in a body to his quarters and demanded their arrears of pay, which they said the former Commander Hu had owed them for fully five months. They then looted and smashed everything in the Commander's quarters, carried off the sum of Tls 30,000 in specie and fired at the General himself, who only saved his life by fleeing on horseback. Upon receipt of the news of the mutiny, Viceroy Hsi immediately re-appointed General Hu to his old command so as to pacify the minds of the soldiers, most of whom have now subsided and become once more regulars of the Chinese army.

The Viceroy has now sent Major-General Chang Hsueh with eight battalions of the Peiyang Huachun troops to Kirin, nominally for the suppression of the Hungtzu, but in reality to keep a sharp look-out upon the disaffected Chihiang troops, whom it is still hoped to disband gradually. General Hu will be court-martialed after the disbandment of his command, for he was accused by some of his subordinate officers of having instigated the mutiny. It is certainly curious that the mutiny was suppressed immediately after his re-appointment to the command.

Instructions have been issued by the War Office to Viceroy Hsi and Governor Chu of Kirin to send more troops to the scene of trouble in order to prevent the mutineers from joining the Hungtzu in the three provinces.—N. C. D. News.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 21st at 11.55 a.m.—The barometer continues to fall slowly over Luzon, S. China, Formosa and the Loochoos. It has risen considerably in N.E. Japan.

The depression is very much elongated. It may contain two centres, one to the S.E. of the Loochoos, the other in the neighbourhood of the Balingiang Channel.

Pressure is high, above the normal by 0.1 inch and upwards, over E. Japan, while it is below the average by between 0.2 and 0.3 inch in Luzon, and by about 0.15 over Formosa and the Loochoos.

Fresh to strong N. and N.E. winds are indicated in the Formosa Channel, and over the N.E. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N.E. to N. winds, moderate or fresh; fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

HONGKONG JOCKEY CLUB.

THE List for SUBSCRIPTION GRIF-FINS (China Posies) for the next RACE MEETING, will CLOSE on SATURDAY, 24th instant. Members wishing to subscribe, who have not already sent in their names, please apply to the Undersigned, from whom particulars can be obtained.

H. P. WHITE, Acting Clerk of the Course, Hongkong, 21st August, 1907. [765]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 23rd August, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

100 cases WATSON'S No. 10 WHISKY, 100 cases RED CROWN WHISKY, 100 cases SCOTCH WHISKY, 50 cases COGNAC—Verny Martin & Co., 25 cases PERINET FILS CHAMPAGNE;

ALSO 14 cases TOILET-SOAPS (slightly damaged by water), 1 case SOCKS and 1 case MANILA CIGARS "La Insular."

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 21st August, 1907. [767]

Intimations

THE ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [32]

IF YOU KNOW A GOOD

"SCOTCH"

WHEN YOU TASTE IT YOU WILL

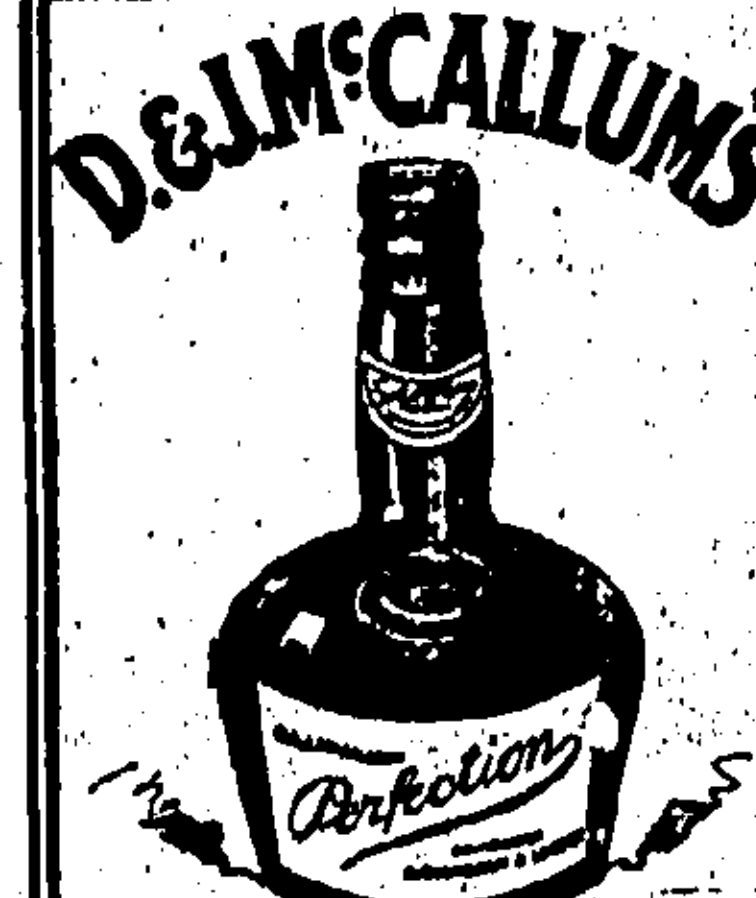
APPRECIATE THE MANY GOOD

QUALITIES

OF

"PERFECTION."

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS



PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS

That is Why WHICH ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR

SOLE AGENTS: H. PRICE & CO., LD., WINE MERCHANTS, 12 Queen's Road Central.

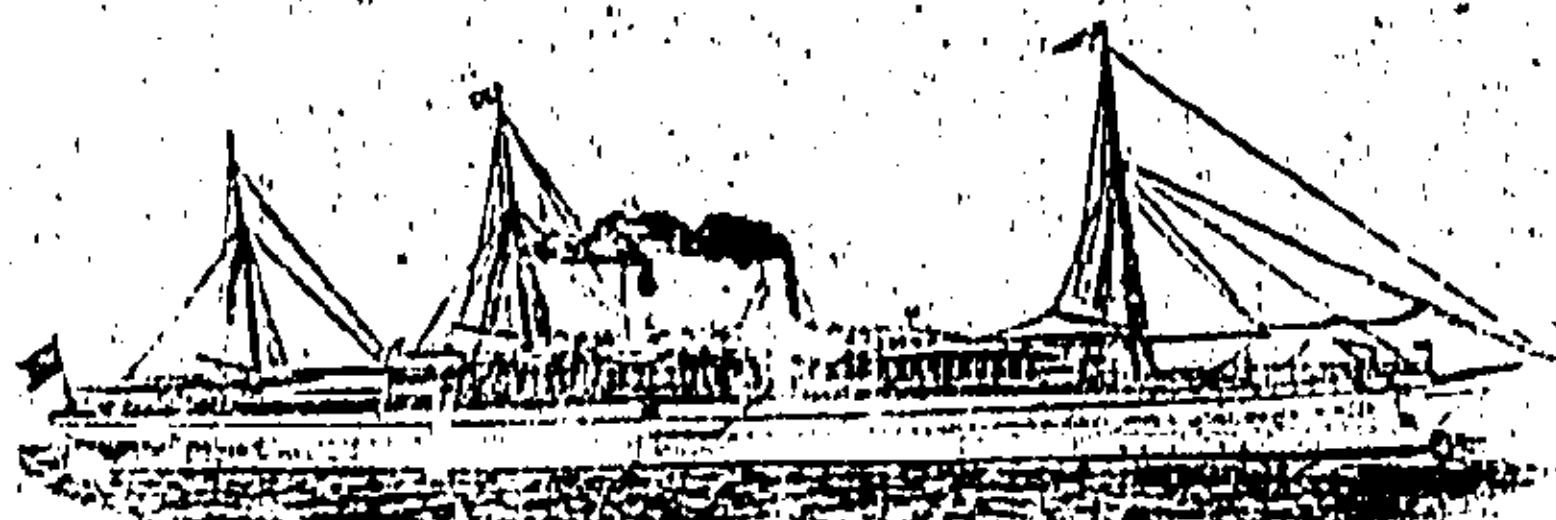
TRY IT WITH

"TAN SAN"

PER CASE 12 BOTTLES \$16.00 10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE

Hongkong, 9th August 1907. [64]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPEROR OF JAPAN	5,000	THURSDAY, Aug. 29th	Sept. 16th
TARTAR	4,475	WEDNESDAY, Sept. 11th	Oct. 5th
EMPEROR OF CHINA	6,000	THURSDAY, Sept. 26th	Oct. 14th
EMPEROR OF INDIA	5,000	THURSDAY, Oct. 24th	Nov. 11th
MONTEAGLE	5,165	WEDNESDAY, Nov. 6th	Nov. 30th

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 32 days, from YOKOHAMA, and 39 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. " £42.

R.M.S. "MONTEAGLE" and "TARTAR" carry "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

For	Steamship	On
MOJI	CHUNSAO	FRIDAY, 23rd Aug., Noon.
SANDAKAN VIA JESSELTON	MAUSANG	FRIDAY, 23rd Aug., 4 P.M.
MANILA	YUENSANG	FRIDAY, 23rd Aug., 4 P.M.
SHANGHAI, YOKOHAMA, KORE	NAMSANG	TUESDAY, 27th Aug., 4 P.M.
& MOJI		
SINGAPORE, PENANG & CALCUTTA	POOSANG	THURSDAY, 29th Aug., 3 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Canton, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukau, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 21st August, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
AMOY, CHEFOO, TSINGTAO & NEW-CHANG	"NANCHANG"	22nd Aug., 4 P.M.
CHOWANG	"CHIHLEI"	23rd " daylight
HOIHOW and HAIPHONG	"LIANGCHOW"	23rd " 4 P.M.
NINGPO & SHANGHAI	"KUEICHOW"	26th " "
SWATOW WEIHAWEI CHEFOO & TIENTSIN	"PAKHOT"	26th " "
SWATOW & SHANGHAI	"KUKIANG"	26th " "
SWATOW & SHANGHAI	"TAMING"	27th " "
CEBU & ILOILO	"KAIFONG"	31st " "
SWATOW & SHANGHAI	"SHAOHSING"	31st " "
YOKOHAMA & KORE	"CHINGTU"	10th Sept. "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 21st August, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	Fraser	MANILA	SATURDAY, 7th Sept., 1907.
PULLI	2540	Almond	"	SATURDAY, 14th Sept., 1907.

* For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 19th August, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "ABERLOUR" FRIDAY, 23rd August.

For Freight and further information, apply to

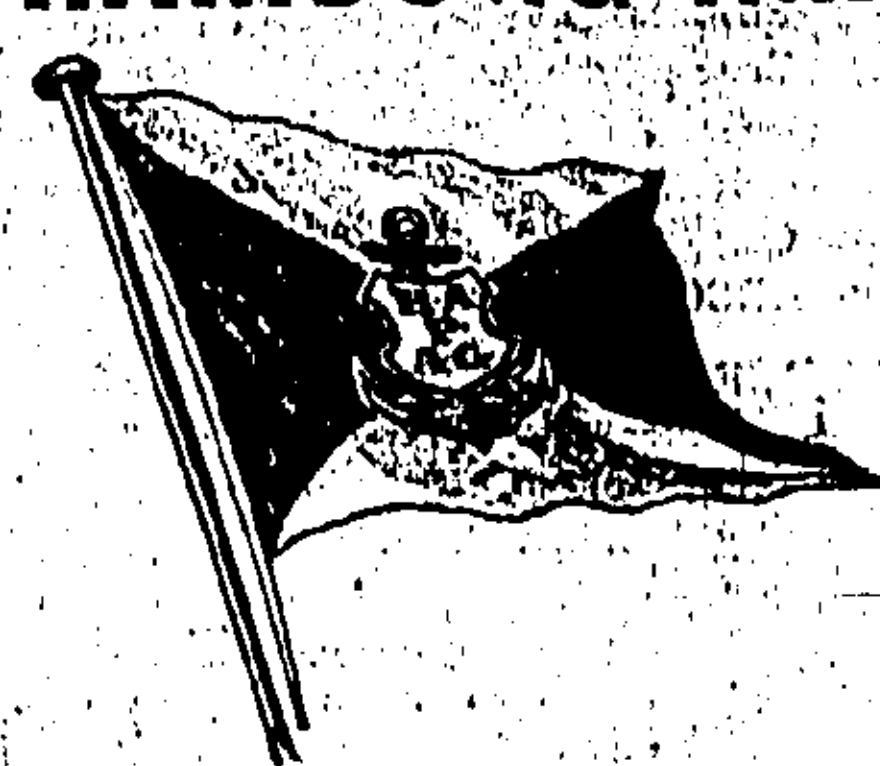
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 3th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

RHENANIA	1st Sept.
HOHENSTAUFEN	1st Oct.
SILESIA	2nd Nov.

Hongkong, 21st August, 1907.

Homeward.

HAMBURG	4th Sept.
RHENANIA	4th Oct.
HOHENSTAUFEN	30th Oct.

[3]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR" Captain W. D. A. Thomas, will be despatched for the above Ports, on THURSDAY, the 22nd inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 20th August, 1907. [752]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 7th Sept.

FOR BOSTON AND NEW YORK.

S.S. "GLAZEE" 14th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th July, 1907. [64]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KORE AND YOKOHAMA.

The Steamer is despatched throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 7th August, 1907. [726]

* Cargo only.

† Very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 6th August, 1907. [712]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 3rd July, 1907. [61]

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th August, 1907, per 5 Mds.

BUTCHER MEAT.

Cents.

Beef—Sirloin & prime cut—Mei Lung Pa B.

„ Corned—Ham Ngau Yuk

„ Roast—Shiu

„ Breast—Ngau Lam

„ Soup, Tong Yuk

„ Steak—Ngau Yuk Pa

„ „ Sirloin—Ngau Lau

„ Sausages—Ngau Yuk Ching

Hullock's Brains— „ Know

„ Tongue fresh—Ngau Li

„ „ corned—Ham Ngau Li

„ Head—Ngau Tau

„ Heart—Ngau Sun

„ Hump, Salt—Ngau Kin

„ Feet—Ngau Keok

„ Kidneys—Ngau Yiu

„ Tail—Ngau Mei

„ Liver—Ngau Con

„ Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok

Mutton Chop—Yeung Pai Kwat

„ Leg—Yeung Pei

„ Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

„ Brains—Chi Know

„ Feet—Chi Keok

„ Fry—Chi Chak

„ Head—Chi Tau

„ Heart—Chi Sun

„ Kidneys—Chi Yiu

„ Liver—Chi Kon

Pork, Chop—Chi Pa Kwat

„ Corned—Ham Chu Yuk

„ Leg—Chu Pei

„ Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

„ Keok

„ Heart—Yeung Sum

„ Kidneys—Yeung Yiu

„ Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sang Ngau Yau

„ Mutton—Sang Yeung Yau

„ Veal—Ngau Chai Yuk

„ Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

„ Capons, Large, Small—Sin Kai

„ Ducks—Ap

„ Doves—Pan Kau

„ Eggs, Hen—Kai Tan

„ Fowls, Canton—Kai

„ „ Hainan—Hoi Nam Kai

„ Geese—Ngo

„ Geese, Wild Shanghai—Sheung Hoi Ye

„ „ Ngo

„ Musk Deer—Wong Keng

„ Hare—Tu Chai

„ Partridge—Che Khoo

„ Pheasant—Shan Kai

„ Pigeons, Canton—Pak Kup

„ „ Hoihow—Hoihow Pak Kup

„ Quail—Um-Chun

„ Rice Birds—Wo Fa Cheuk

„ Snipe—Sa Chui

„ Turkeys, Cock—Fo Kai Kung

„ „ Hen— „ Na

„ Wild Ducks, Shanghai, Sui-ap

„ Teal, Shanghai, Sui Ap Chai

„ Wild Ducks Canton—Sang Shing Sui

„ Ap

FISH.

Barbel—Ka Yu

„ Bream—Bin Yu

„ Canton Fresh Water Fish—Hoi Sin Yu

„ Carp—Li Yu

„ Catfish—Chik Yu

„ Codfish—Mun Yu

„ Crabs—Hoi

„ Cuttle Fish—Muk Yu

„ Dab—Sa Mang Yu

„ Dace—Wong Mei Lun

„ Dog Fish—Ti Tu Sa

„ Eels, Congor—Hoi Man Yu

„ „ Fresh water—Tam Sui Yu

„ „ Yellow—Wong Sin

„ Frogs—Tien Kai

„ Garoupa—Sek Pan

„ Gudgeon—Pak Kup Yu

„ Herrings—Tao Kai

„ Halibut—Cheung Kwan Yu

„ Labrus—Wong Fa Yu

„ Loach—Wu Yu

„ Lobsters—Lung Ha

„ Mackerel—Chi Yu

„ Monk Fish—Mon Yu

„ Mullet—Chai Yu

„ Oysters—Sang Hoo

„ Parrotfish—Kai Kung Yu

„ Perch—Tau Loo

„ Pike—Fa Paw Poong

„ Plaice—Pan Yu

„

Shipping.

Arrivals.

Longior, Fr. s.s., 444, Reberial, 20th Aug.—Antwerp via Port and Singapore 14th Aug. Gen.—M. M.

Haitian, Br. s.s., 1,183, J. S. Roach, 20th Aug.—Foonchow 17th Aug. Amoy 18th, and Swatow 19th Aug. Gen.—D. L. & Co.

Takusan Maru, Jap. s.s., 1,005, I. Furukawa, 20th Aug.—Kuchichow 13th Aug. Coal.—M. B. K.

Kueichow, Br. s.s., 1,215, G. Hooker, 21st Aug.—Chefoo 16th Aug. Gen.—B. & S.

Chihli, Br. s.s., 1,150, J. Warrack, 21st Aug.—Haiphong 16th Aug. Pakhoi 18th, and Hoihow 20th Aug. Gen.—B. & S.

Kiungang, Br. s.s., 1,227, H. A. Wavell, 21st Aug.—Shanghai 17th Aug. Gen.—B. & S.

Nanchang, Br. s.s., 1,045, G. MacKenzie, 21st Aug.—Canton 20th Aug. Gen.—B. & S.

Siberia, Am. s.s., 5,655, A. Zeefer, 21st Aug.—San Francisco 15th July, and Shanghai 18th Aug. Mails and Gen.—P. M. S. & Co.

Kwanglee, Ch. s.s., 1,458, R. Lincoln, 21st Aug.—Shanghai 18th Aug. Gen.—C. M. S. N. Co.

Kanchow, Br. s.s., 1,217, McIntosh, 21st Aug.—Hongay 17th Aug. Coal.—B. & S.

Jo hin Maru, Jap. s.s., 72, H. S. Smith, 21st Aug.—Tamsui 18th Aug. Gen.—O. S. K.

Macchow, Ger. s.s., 990, R. G. Zöllner, 21st Aug.—Swatow 18th Aug. Rice and Wood.—B. & S.

Clearances at the Harbour.

Deewang, for Swatow.

Deewang, for Canton.

Takusan Maru, for Kuchichow.

Longior, for Shanghai.

Takusan Maru, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Departures.

Longior, for Canton Ports.

Deewang, for Canton.

Takusan Maru, for Kuchichow.

Longior, for Shanghai.

Takusan Maru, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Kueichow, for Canton.

Passengers arrived.

Per Kueichow, from Shanghai—Mr. Zetty.

Per Chihli, from Haiphong, &c.—Messrs. Charleau, and 103 Chinese.

Per Kueichow, from Chefoo—Mr. and Mrs. N. Jenkins, and Mr. Davies.

Per Haitian, from Coast Ports—Mr. and Mrs. Osborne, Mr. Clouston, and 30 Chinese.

Per Siberia, from San Francisco, &c.—Mr. G. E. Evans, Miss E. Carleton, Messrs. L. Carrigan, J. P. Deane, Major R. W. Griffith, P. C. Comdr. R. M. Hughes, U.S.N. Mr. and Mrs. E. Kohler and amah, Assist. Surg. and Mrs. A. E. Lee, U.S.N. Mrs. A. W. Silva and servant, Lieut. C. M. Tozer, U.S.N. Mr. and Mrs. N. D. Tate, inf. and amah, Master Tate, Messrs. L. U. E. P. Whitehill, J. Williams, Wen Tung Yau and servant, Wong Chew Tong and servant, S. M. Wong and servant.

Per Jinhai Maru, from Tamsui—Messrs. Stevenson and Brind.

Passengers departed.

Per Tourane, for Shanghai—Messrs. C. C. Rutledge, C. K. Edmunds, Olla Lagerfeld, Loni Dubrand, and Miss Steinberg.

Per Yokohama—Mr. Jules Ehrmann.

Per Saigon, for Saigon—Mr. Simon, Misses Bataillon, R. Benoit, Rev. P. L. Robert, Mrs. Deland, and Miss Suzanne Tarbour.

Per Saigon, for Saigon—Dr. Finger, Messrs. Buxton Forman, Theophile, and Miss Cr. L. For Bombay—Mr. F. H. Claridge.

Per Port Said—Messrs. Sokoroff and Petrov.

Per Port Said—Major Dupuy, Revs. P. G. Gode, L. Loiselet, Thibault, Me. ar. Chantard, L. L. L. Delafay, L. B. Boitho, Le. Cont, Convalant and Auguste, Guille.

Shipping Reports.

Str. Jinhai Maru, from Tamsui—N.E. light winds and fine.

Str. Kueichow, from Chefoo—Fine throughout, smooth sea.

Str. Kwanglee, from Shanghai—Light variable winds and fine weather.

Str. Machow, from Swatow—During the whole trip we had fine weather and smooth sea.

Str. Haitian, from Coast Ports—Foonchow to Amoy, etc. Moderate N.E. wind and fine, clear weather.

VESSELS IN PORT.

Alkoku Maru, Jap. s.s., 1,467, T. Yoshihara, 19th Aug.—Mojl 14th Aug. Coal.—M. B. K.

America Maru, Jap. s.s., 3,460, Philip H. Goling, 19th Aug.—San Francisco 18th July, and Manila 16th Aug. Mails and Gen.—T. K. K.

André Ric-mers, Ger. s.s., 4,173, Biff, 18th Aug.—Mojl 12th Aug. Coal.—Order.

Anglin, Ger. s.s., 1,163, Chr. Pümpel, 20th Aug.—Bangkok 9th Aug. Rice and Teak.—B. & S.

Catherine Apar, Br. s.s., 1,730, W. D. A. Thomas, 16th Aug. Calcutta via Penang and Singapore 11th Aug. Gen.—D. S. & Co. Ld.

Changchow, Br. s.s., 1,837, H. Walker, 17th Aug.—Saigon 15th Aug. Rice—B. & S.

Chiyuen, Ch. s.s., 1,177, C. Stewart, 21st Aug.—Canton 19th Aug. Gen.—C. M. S. N. Co.

Chunyang, Br. s.s., 1,417, D. A. King, 12th Aug.—Saigon 6th Aug. Rice—J. M. & Co.

Darwin, Br. s.s., 1,562, J. Jenkins, 16th Aug.—Swatow 15th Aug. Ballast—Man Fat & Co.

Empress of Japan, Br. s.s., 5,039, Henry Pybus, R.M.S., 25th July—Vancouver 9th July, and Shanghai 25th, Mails and Gen.—C. P. R. Co.

Glenfarg, Br. s.s., 2,350, H. W. J. Mann, 16th Aug.—Kobe 11th Aug. Gen.—T. K. K.

Harbair, Br. s.s., 2,149, H. Bowling, 31st July.—Melbourne 29th June, Flour.—S. T. & Co.

Heimdal, Nor. s.s., 762, F. Johnson, 12th Aug.—Saigon 7th Aug. Rice—Agard, Thorpe & Co.

Hijonang, Br. s.s., 1,536, A. G. Smith, 18th Aug.—Kuchichow 13th Aug. Coal.—J. M. & Co.

Kjeld, Nor. s.s., 16th Aug.—Mojl 9th Aug. Coal.—Order.

Kohschich, Ger. s.s., 1,100, C. Roiselsky, 19th Aug.—Kochichang 13th Aug. Rice and Timber—Windsor & Co.

Mausang, Br. s.s., 1,644, R. Houghton, 9th Aug.—Sandakan 4th Aug. Timber—J. M. & Co.

Mercedes, Br. s.s., 2,496, J. S. McGregor, 19th Aug.—Haitian 11th Aug. Ballast—Admiralty.

Nikkai Maru, Jap. s.s., 1,144, W. Nakagawa, 15th Aug.—Hongay 12th Aug. Coal.—B. & S.

Pheum-Tenb, Br. s.s., 1,655, J. H. Scott, 15th Aug.—Saigon 11th Aug. Rice and Meal.—Wo Fat Sing.

Phuyen, Fr. s.s., 1,240, Bouillon, 31st July.—Saigon 16th July, Rice.—B. & Co.

Prometheus, Nor. s.s., 1,024, O. Cornelissen, 18th Aug.—Bangkok 8th Aug. Rice.—N. Y. K.

Quarta, Ger. s.s., 1,145, H. Madson, 16th Aug.—Java Ports 7th Aug. Sugar.—J. C. J. L.

Rajsh, Ger. s.s., 2,018, R. Peter, 10th Aug.—Bangkok 7th Aug. Rice and Timber.—B. & S.

Rubi, Br. s.s., 1,621, R. W. Almond, 19th Aug.—Manila 17th Aug. Gen.—S. T. & Co.

Taki Maru, Jap. s.s., 2,120, C. Matsushima, 15th Aug.—Mojl 8th Aug. Coal and Gen.—A. K. & Co.

Tingsang, Br. s.s., 1,200, E. M. Reynolds, 15th Aug.—Saigon 11th Aug. Rice.—J. M. & Co.

Tinhon, Br. s.s., 901, T. R. Kidd, 16th Aug.—Amoy 14th Aug. Gen.—A. K. & Co.

Tjiuwong, Dut. s.s., 3,061, N. van Wyck Jurriane, 18th Aug.—Macassar 9th Aug. Gen. and Sugar.—J. C. J. L.

Toly, Nor. s.s., 49, E. Jacobsen, 16th Aug.—Manila 17th Aug. Rice, Wallem & Co.

Victoria, Swed. s.s., 1,100, J. A. Hellberg, 4th Aug.—Java 25th July, Sugar—Agard, Thorpe & Co.

Yuenang, Br. s.s., 1,28, T. Meyrick, 20th Aug.—Manila 17th Aug. Gen.—J. M. & Co.

SAILING VESSELS.

King George, Br. ship, 2,571, J. C. White, 21st July.—Swatow 5th July, Ballast.—S. O. Co.

Lyndhurst, Br. 4-masted ship, 2,550, Parnell, 26th July.—Kobe 1st June, Ballast.—S. O. Co.

Steamers Expected.

Vessel	From	Agents	Due
Malta	Singapore	P. & O. Co.	Aug. 22
Tatar	Shanghai	C. P. R. Co.	Aug. 22
Namang	Singapore	J. M. & Co.	Aug. 22
Sanuki Maru	Singapore	N. V. K.	Aug. 22
Boineo	Sandakan	M. & Co.	Aug. 23
Sikh	Singapore	D. & Co.	Aug. 23
Emp. of China	Japan	C. P. R. Co.	Aug. 25
Liberia	Singapore	H. A. L.	Aug. 25
Indravelli	Singapore	S. T. & Co.	Aug. 26
Kuanyang	Singapore	J. M. & Co.	Aug. 26
Socara	Singapore	P. & O. Co.	Aug. 26
P. R. Luitpold	Japan	M. & Co.	Aug. 27
Prinz Heinrich	Colombo	M. & Co.	Aug. 27
China	Japan	P. M. Co.	Aug. 28
Alesia	Japan	P. & A. Co.	Aug. 28

CHINA COAST METEOROLOGICAL REGISTER.

August 20th, 1907, a.m.

Vessel	From	Agents	Due
Vladivostok	7 a.m.		0
Nemuro	7 a.m.	SW	8
Hakodate	7 a.m.	SW	8
Tokyo	7 a.m.	SW	8
Kuchik	7 a.m.	SW	8
Nagasaki	7 a.m.	NE	4
Kagoshima	7 a.m.	NE	4
Oshima	7 a.m.	NE	4
Naha	7 a.m.	NE	4
Ichikojima	7 a.m.	NE	4
Cheloo	7 a.m.	ENE	1
Wakayama	7 a.m.	ENE	1
Shanghai	7 a.m.	ENE	1
Gutli	7 a.m.	ENE	1
Sharp Peak	7 a.m.	ENE	1
Amoy	7 a.m.	ENE	1
Swatow	7 a.m.	ENE	1
Cheloo	7 a.m.	ENE	1
Taiwan	7 a.m.	ENE	1
Koshu	7 a.m.	ENE	1
Koshu	7 a.m.	ENE	1
Canton	7 a.m.	ENE	1
Hongkong	7 a.m.	ENE	1
Victoria	7 a.m.	ENE	1
Gat Rock	7 a.m.	ENE	1
Macau	7 a.m.	ENE	1
Hoihow	7 a.m.	ENE	1
Pakhoi	7 a.m.	ENE	1
Phu Lien	7 a.m.	ENE	1
Tourane	7 a.m.	ENE	1
St. James	7 a.m.	ENE	1
Vanik	7 a.m.	ENE	1
Legaspi	7 a.m.	ENE	1
Isabel	7 a.m.	ENE	1
Isabel	7 a.m.	ENE	1
Isabel	7 a.m.	ENE	1
Isabel	7 a.m.	ENE	1
Isabel	7 a.m.	ENE	1

August 21st, 1907, a.m.

Vessel	From	Agents	Due
Vladivostok	7 a.m.	NE	2
Nemuro	7 a.m.	NE	2
Hakodate	7 a.m.	NE	2
Tokyo	7 a.m.	NE	2
Kuchik	7 a.m.	NE	2
Nagasaki	7 a.m.	NE	2
Kagoshima	7 a.m.	NE	2
Oshima	7 a.m.	NE	2
Naha	7 a.m.	NE	2
Ichikojima	7 a.m.	NE	2
Cheloo	7 a.m.	NE	2
Wakayama	7 a.m.	NE	2
Shanghai	7 a.m.	NE	2
Gutli	7 a.m.	NE	2
Sharp Peak	7 a.m.	NE	2
Amoy	7 a.m.	NE	2
Swatow	7 a.m.	NE	2
Cheloo	7 a.m.	NE	2
Taiwan	7 a.m.	NE	2
Koshu	7 a.m.	NE	2
Koshu	7 a.m.	NE	2
Canton	7 a.m.	NE	2
Hongkong	7 a.m.	NE	2
Victoria	7 a.m.	NE	2
Gat Rock	7 a.m.	NE	2
Macau	7 a.m.	NE	2
Hoihow	7 a.m.	NE	2
Pakhoi	7 a.m.	NE	2
Phu Lien	7 a.m.	NE	2
Tourane	7 a.m.	NE	2
St. James	7 a.m.	NE	2
Vanik	7 a.m.	NE	2
Legaspi	7 a.m.	NE	2
Isabel	7 a.m.	NE	2
Isabel	7 a.m.	NE	2
Isabel	7 a.m.	NE	2
Isabel	7 a.m.	NE	2
Isabel	7 a.m.	NE	2

DOCK RETURN.

HONGKONG AND WHARF DOCK.

Vigilante ... at Kowloon Dock

Hercules ... at Kowloon Dock

Glebar ... at Kowloon Dock

Harbair ... at Kowloon Dock

Post Office.

A Mail will close for—

Mojl, Kobe and Osaka—Per Harbair, 22nd Aug. 8 A.M.

Singapore, Penang and Calcutta—Per Catherine Apar, 22nd Aug. 11 A.M.

Tientsin—Per Tientsin, 22nd Aug. 11 A.M.

Batavia, Cherbon, Samang, Sourabaya and Macassar—Per Cherbon, 22nd Aug. 11 A.M.

Shanghai, Mojil, Kobe and Yokohama—Per Tientsin, 22nd Aug. 11 A.M.

Macao—Per Sai Tai, 22nd Aug. 11 A.M.

Amoy, Tientsin, Chefoo and Nanchang—Per Tientsin, 22nd Aug. 11 A.M.

Hoihow and Haiphong—Per CHAI, 22nd Aug. 11 A.M.

Swatow, Amoy and Foonchow—Per Haitian, 22nd Aug. 11 A.M.

Macao—Per Sai Tai, 22nd Aug. 11 A.M.

Manila—Per Yuenang, 22nd Aug. 11 A.M.

Ningpo and Shanghai—Per Changchow, 22nd Aug. 11 A.M.

Jessellton and Sandakan—Per Mausang, 22nd Aug. 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per America Maru, 24th Aug. 10 A.M.

Manila—Per Rajsh, 24th Aug. 10 A.M.

Europe, &c. India via Tientsin—Per Acadia, 24th Aug. 11 A.M.

Macao—Per Sai Tai, 24th Aug. 11 A.M.

Swatow, Amoy, Foonchow and Nanchang—Per Shoshu Maru, 25th Aug. 9 A.M.

Swatow, Amoy and Tamsui—Per Jinhai Maru, 25th Aug. 9 A.M.

VISITORS AT THE HOTELS.

CONNAUGHT.

Bains, J. W.

Blunk, Mr. and Miss

Chokler, A.

Dietrich, J. C.

Fallock, H. C.

Flak, P.

Graw, E. W.

Greenwald, Louis

Herbert, C.

KOWLOON.

Andersen, H.

Francisco, Lurashi

Granger, Capt.

Hanson, P.

Harding, Reginald

Hunt, E.

Kelling, C.

KING EDWARD.

Addie, Miss

Almond, Capt. & Mrs.

Russell

Blanke, Dr. Med

Bramley, Harry

Brichart, Carl

Butes, Mr. and Mrs. C.

Corse, Jr., Mr. and Mrs.

G. B.

Ehrhardt, Capt.

Gee, A. H.

Gibbs, A. D.

Harman, Mr. and Mrs.

Hemle, A.

Hudson, Mr. and Mrs. E.

Joseph, Mr. & child

Joseph, J. E.

Lloyd, Geo. T.

CRAIGIEBURN.

Adams, M. and Mrs. F.

Bent, Mrs. H.

Bonnar, Mr. and Mrs.

J. W. C.

Child, Rev. & Mrs. F.

Clothier, Mr. and Mrs.

H. W.

Darwin, F. H.

Deaton, Misses (2)

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	I.H.P.	CAPTAIN	LAST REPORTED A.
Acheron	despatch vessel	700	4	3,000	Commander E. La T. Leatham	Japan
Adour	cruiser, 2nd class	4,365	10	7,000	Captain C. L. Vaughan-Lee	Japan
Albatross	cruiser, 1st class	8,800	14	22,000	Captain S. E. Erskine	Shanghai
Bramble	river gunboat	710	6	900	Lieut. Commander E. G. W. Davidson	Hongkong
Britomart	river gunboat	710	6	900	Lieut. Commander W. L. Bamber	Shanghai
Cadmus	ship	1,070	6	1,400	Commander B. L. Majendie	Hongkong
Cherub	ship	1,070	6	1,400	Commander C. D. S. Raikes	Japan
Clio	ship	1,070	6	1,400	Lieut. Commander A. L. Gresson	Japan
Fame	ship	1,070	6	1,400	Captain H. Grant-Dalton	Singapore
Flora	ship	1,070	6	1,400	Lieut. Commander W. H. Darwall	Japan
Handy	ship	1,070	6	1,400	Lieut. Commander Dickens	Japan
Hart	ship	1,070	6	1,400	Lieut. Commander C. A. Fremantle	Hongkong
Janus	ship	1,070	6	1,400	Captain S. V. V. de Hovey	Japan
Keel	ship	1,070	6	1,400	Captain C. F. Thurbay	Japan
King Alfred	cruiser, 1st class	9,800	14	22,000	Lieut. Commander Percy Crabtree	Japan
Kinsh	river gunboat	1,400	6	1,400	Commander F. H. Walter	Japan
Merlin	ship	1,070	6	1,400	Captain J. A. Tuke	Japan
Moonmouth	ship	1,070	6	1,400	Lieut. Commander Robert E. Vaughan	Japan
Northon	ship	1,070	6	1,400	Lieut. Commander J. Kiddle	Japan
Otter	ship	1,070	6	1,400	Lieut. Commander C. C. Walcott	Hongkong
Robin	ship	1,070	6	1,400	Lieut. Commander H. R. Tickell	Japan
Sandpiper	ship	1,070	6	1,400	Lieut. Commander S. H. Tennyson	Japan
Snake	ship	1,070	6	1,400	Commodore R. H. S. Stokes	Hongkong
Taku	ship	1,070	6	1,400	Lieut. Commander J. R. Godfrey	Japan
Tamar	ship	1,070	6	1,400	Lieut. Commander R. V. R. West	Japan
Thistle	ship	1,070	6	1,400	Lieut. Commander Stevenson	Hongkong
Vigilante	ship	1,070	6	1,400	Commander R. W. Glenister	Japan
Whiting	ship	1,070	6	1,400	Lieut. Commander H. B. Cox	Japan
Widggon	ship	1,070	6	1,400	Lieut. Commander G. H. Spicer-Simson	Japan
Woodcock	ship	1,070	6	1,400	Lieut. Commander G. J. Todd	Japan
Woodcock	ship	1,070	6	1,400	Lieut. Commander J. F. Knapp	Japan

Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

* Flying Flag of Vice-Admiral					
NAME.	FLAG				
Acheron	1,721	8	1,600	armoured	receiving
Adour	4,365	20	8,000	and	torpedo
Albatross	1,800	6	1,500	river	gunboat
Albatross	1,800	6	1,500	armoured	gunboat
Argus	4,811	10	8,000	1st class	sub-marine
Brix	6,417	12	9,000	destroyer	river
Delfide	8,123	26	14,500	3rd class	sub-marine
D'Entrecasteaux	303	7	7,000	surveillance	destroyer
Esturgeon	141	5	160	sub-marine	river
Fronde	1,297	13	2,200	river	sub-marine
Henri Rivière	1,297	13	2,200	destroyer	sub-marine
Konstantin	1,297	13	2,200	river	sub-marine
Lyons	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
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Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200	river	sub-marine
Manche	1,297	13	2,200		

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADPORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT MARKET ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,797.67	{ 1/15/ for 1 year ending 30.6.07 @ ex 2/2/ 6-31.04	4 1/2 %	{ 5044 sa. & b. ex \$500 new issue London 280 ex new issue London 261.10/ n. issue first call \$51.
National Bank of China, Limited	99,925	£7	£6	{ 12,731 \$302,000	\$712.3	\$2 (London 3/6 for 1907)	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	11,000	250	\$50	{ 11,675,000 \$200,000 \$110,000 Tls. 100,000	Tls. 185,529	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	11,000	£15	£5	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ Interim of 7/6 for account 1906 @ ex 2/10 11.16 per cent	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	250	\$100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ Final of 1/2 making \$42 for 1906 and interim of 1/3 for 1906	5 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Tug and Lighter Company, Limited	700,000	\$5	\$5	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Taku Tug and Lighter Company, Limited	31,000	\$5	\$5	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Long and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Central Stores, Limited	50,123	\$15	\$15	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£2/6	£2/6	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
China Light and Power Company, Limited	100,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
China Provident Loan & Mortgage Company, Ltd.	25,000	\$7 1/2	\$6	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Daisy Farm Company, Limited	25,000	\$7 1/2	\$6	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Maatschappij tot Mijn- en Landbouw	25,000	Gs. 100	Gs. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Ministère in Landbouw	25,000	Gs. 100	Gs. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Philippine Company, Limited	75,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
South China Morning Post, Limited	7,400	£20	£20	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers
William Powell, Limited	15,000	\$10	\$10	{ 13,000,000 \$456,407 \$13,000,000 \$13,000,000	1,460.40	{ 1/1 year ending 31.12. 5	6 1/2 %	\$180 sellers

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS

STEAM FOR SAIGON
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON.

LYON, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "POLYNESIE" will be despatched for
MARSEILLES on TUESDAY the 2nd
September, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. TOURANE 17th Sept.
S.S. AUSTRALIEN 1st Oct.
S.S. NARA 15th Oct.
S.S. YARRA 19th Oct.
S.S. BERNARDINI 23rd Oct.
S.S. TONKIN 26th Sept.

G. DE CHAMPEAUX,
Agent.

Hongkong, 21st August, 1907. [10]

FOR VLADIVOSTOK.

The Steamship
"VINE BRANCH,"
will be despatched as above on or about 10th
September.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 3rd August, 1907. [717]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA"

Captain A.